



Chemonics International

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**Madagascar Cyclone Recovery Program
Rural Roads Infrastructure and Systems Rehabilitation
ReCAP Project**

Sixth Quarterly Report

April 1, 2002 to June 30, 2002



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This report is submitted before the end of the quarter at the request of USAID/Madagascar.

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List of Acronyms

AUP	Association des Usagers de la Piste (Road Users Association)
CO	Contracting Officer
COP	Chief of Party
EIA	Environmental Impact Assessment
ESF	Environmental Screening Form
FCE	East Coast Rail Line
FCER	FCE Rehabilitation Project
FAR	Federal Acquisition Regulations
FID	Fonds d'Intervention pour le Développement
FMG	Malagasy Francs
GOM	Government of Madagascar
GTDR	Groupe Technique pour le Développement Rurale
IQC	Indefinite Quality Contract
LDI	Landscape Development Interventions
MOE	Ministry of Environment
MTP	Ministère des Travaux Publics
ONE	Office Nationale de l'Environnement
PIL	Project Implementation Letter
PST	Programme Sectoriel de Transport
RAISE	Rural and Agricultural Income with a Sustainable Environment
RFB	Request for Bids
RFP	Request for Proposals
RIP	Route d'Intérêt Provincial (Road of Provincial Interest)
RP	Route Provinciale
RN	Route Nationale
RNT	Route Nationale Temporaire (Temporary National Road)
SG	Secretary General
TVA	Value Added Tax
USAID	United States Agency for International Development
USG	United States Government

1. Executive Summary

Project activities have been severely affected by the political crisis in Madagascar, particularly by the fuel shortage and the rise in cost of construction material.

Work sites have not been shut down but are functioning at reduced levels. The supervisory engineering personnel have been reduced to a minimum.

Problems at the work sites have not been limited to the lack of fuel for the functioning of the heavy equipment and the transport of material, but also include the limited availability of cement and explosives for the production of gravel.

Despite the crisis, work has advanced on the RNT 14 to 62% completion. Work on the Sahasinaka tertiary road has been completed and the road will be formally transferred to the provincial authorities on June 12th.

It is the socio-organization aspect of the project that has suffered the most from the crisis. All socio-organization field activities have been suspended since March thereby having a serious impact on the results expected from the AUPs. The suspension will also cause a serious delay in the realization of the important steps in the AUP creation process such as the transfer of authority, the start of toll collection and the management of the rain barriers.

Other project activities less dependant on field travel were able continue as scheduled such as the launching of bids for the rehabilitation of tertiary roads in the Ambatondrazaka region of Tamatave Province and the wharf at the Port of Manakara. The signature of the contract to repair the warehouses has been delayed due to the political crisis. The start of any new activities has been suspended until the political and economic conditions return to normal.

An ordered evacuation was issued by the US Embassy on April 12th requiring that all non-emergency US personnel leave the country for security reasons. Consequently, the ReCap Chief of Party left Madagascar on April 26th and the LDI Program Director assumed the duties of Acting COP of the ReCap project during his absence. However, while in evacuation status, the ReCap COP will continue to monitor project activities.

2. Report on Results

The work on the 56 kilometer tertiary road in Sahasinaka was completed this quarter. Work completed to date and the kilometer equivalent of work in progress is shown in the table below.

Table 1 : ReCap Results Tracking Table

Results	Target	Completed to Date	Amount Remaining	Percent Completed
RIP 4 rehabilitated	93 km.	58	35	62
Road User Associations created along the RIP 4	20	8	12	40
Tertiary Roads Rehabilitated	140 km.	56	84	40
Road User Associations Created along the Tertiary Roads	30	5	25	17
Manakara Port Warehouse Roofs Repaired and Wharf Stabilized	2	0	0	0

3. Progress against Milestones

The work sites continue to have significant delays due to the problems associated with the political crisis. The bidding process was launched as scheduled but the start of new work has been delayed by 2 months. The suspension of field activities in the AUP creation process will delay the technical training schedule that was put in place. It will also setback the transfer of road maintenance activities to the AUPs and the implementation of tolls along the rehabilitated roads.

4. Activities during the Quarter

a. *RNT 14/RIP 4*

A partial work stoppage was granted to both firms during the rainy season. During this period they continued with the drainage work (evacuation canals) and the production of material (gravel). The expected progress, however, was not attained due to the problems that the firms encountered due to the crisis. The firms experienced difficulties acquiring fuel for the functioning of their heavy equipment and they also encountered problems acquiring explosives needed for the production of rock and gravel. In addition, cement was often not available on the local market.

Full-scale work resumed on April 30th for Lot 1 ((EBMA) and on May 1st on Lot 2 (EGECORAM). The firms were able to obtain enough fuel to be able to advance by

17 % and 5% for EBMA and EGECORAM respectively by mid-May. However, from that date on, excavation work, in particular, the introduction of road surface material (dirt and gravel) was suspended. When fuel becomes available, the remaining work can be completed in 4 weeks. If fuel becomes available by the beginning of June it may still be possible to complete work by the June 30th deadline.

Work on Lot 1, EBMA is at 68% completion. When they were asked to resume work, the firm was notified that they would have to respect the agreed upon deadline for the completion of the work and that they would have to add additional crews to the work site. At the same time, the quantity of work they would have to complete was reduced by 20%.

Since it was determined that the major cause of delay in the advancement of the work was the frequent breakdown of the construction equipment, an expert was hired to examine the state of EBMA's equipment. The expert made specific recommendations on each piece of heavy equipment such as the timing of regular maintenance, the addition of another front loader and the hiring of a mechanic. A copy of the report was transmitted to the firm.

For Lot 2, EGECORAM, work is at 64% completion. The firm was also put on notice to respect the deadline of June 30th that was agreed to at the resumption of work. Given the slowdown in the advancement of the work, the additional work that was to be added in the town of Ikongo was suspended until further notice.

b. *AUPs along the RNT 14/RIP 4*

Socio-organization work has been suspended since the previous quarter and no field visits have been made since March. The absence of field staff in the field will have a negative impact on the training of AUP members on the management of rain barriers, among others. There have been incidents noted at the work sites and the road surface has been damaged during the rainy season.

During the last three months spent in the office, the socio-organizers reflected on an accelerated method of creating AUP structures in the future. They also thought of different ways to manage and organize the collection of tolls. They were also trained in road maintenance.

The only positive news during the quarter was that the new Minister of Public Works authorized the project to collect tolls along the RNT 14. Discussions on the details and modalities of the toll collection will occur when the political situation is less tense.

c. *Sahasinaka Road*

Work along Lots 2 (Tolotsoa) and 3 (ARR) were completed at the beginning of this quarter. Despite the difficulties encountered, Lot 1 (Tahina) was able to complete the remaining 20% of their work in March and April. The final acceptance of the road will occur on June 12th.

Before undertaking a provisional acceptance of the work, the project contracted with the National Laboratory (LNTPB) to undertake a series of compactness test along the road surface. While all of the desired tests were not completed due to difficulties

encountered due to the crisis, the results that were found still allowed for some corrective work to be undertaken. A 1-kilometer portion of Lot 2 had to be resurfaced and re-compacted as a result of the lab tests. The project may conduct additional tests before the final acceptance of the road.

d. *AUPs along the Sahasinaka Road*

Socio-organizational activities were also suspended along the Sahasinaka road during the quarter. However, a team will travel to the area in order to prepare the AUPs for their new role after the provisional acceptance of the road.

e. *Tertiary Roads in Tamatave Province*

Sixty-six kilometers of tertiary roads in Tamatave province in the sub-prefecture of Ambatondrazaka were chosen for rehabilitation. Work was divided into 6 sections and the bids were launched in two parts.

The bids for the first part of work included 4 sections totaling 43.6 kilometers. Bids were launched on March 25th and proposals were received on April 15th. Seventeen of the twenty-two firms invited to bid submitted proposals before the deadline. Given the fact that work cannot start at this time, the selection of firms will be done in conjunction with the second part of roads in order to get the most efficient division of work among the firms.

The bids for the second group of roads are for 2 lots of 20 km. The bids were launched on May 15th and bids were received on June 5th. Of the 22 firms invited to bid, 19 purchased the bidding documents and submitted proposals.

A final section of 2.3 kilometers between Antanetilava and Morarano will be rehabilitated in the same area in function to the amount of funds remaining after the completion of the other work.

Table 2 shows the road sections that were launched in Ambatondrazaka.

Table 2: List of tertiary road proposals that were launched in Ambatondrazaka

Part	Section	Road	Length (km)
1	1	Ankasina – Antendrondrano	11.400
	2	Ambohijanaharikely - Kaloara	7.300
	3	Ambavahadiromba – Antsahalemaka	13.500
	4	Ankazotsaravolo – Antanandava	11.400
2	5	Tsarahonenana – Betsianjava	6.210
	6	Andromba – Ambatomafana Bekatsaka – Ampananganana	7.650 6.170
	-	Antanetilava – Morarano	2.300



Figure 1: Road in Ambatondrazaka (Andromba Lot 6 - PK 2+500)

f. *Port of Manakara*

Bids for the repair of two warehouses at the Port were launched during the previous quarter. A local firm, EGEOT submitted the winning proposal and were informed that they were chosen to undertake the repair work. However, the signature of the contract has been delayed due to the political crisis and the tensions at the Port of Manakara.

Bids for the rehabilitation of the north wharf at the Port of Manakara were launched on March 14th and the deadline was set at April 26th. Seven firms were pre-selected to submit proposals, including three international firms such as COLAS, SNTPI and SOGEA. Despite the presence of all of the firms at two information sessions, only three proposals were submitted (COLAS, Liana and CLEM). Following an analysis of the proposals by a local marine engineering expert, COLAS was determined to have submitted the most qualified bid.

g. *Environment*

The ONE and the IRG/PAGE project organized a seminar on the importance of Environmental Impact Studies in Madagascar. In the transportation sector, only the PST and the Cap project had completed full-scale environmental studies. The only applications that were effectively submitted were those of the CAP and ReCap project. It was mentioned that the ReCap project is the only project working in the rural road sector that has followed the environmental procedures of the ONE.

5. Activities for the next quarter

The activities to be undertaken during the next quarter will depend on the improvement of political and economic situation in the country. Another critical question that has to be addressed concerns the repair of the bridges along the RNT 14. Depending on the availability of fuel, work along the RNT can be completed and accepted at the start of the next quarter. If the political stalemate is resolved next quarter, the rehabilitation of the warehouses and wharf at the Port of Manakara can begin, along with road work on the RP 4 to Manapa trana, the town of Ikongo, Ambatondrazaka and possibly from Bekatra to Lokomby in Manakara.

6. Expenses

Note that the figures for May and June are estimates due to the fact that USAID required us to submit this quarterly report before the end of the quarter.

Table 3 : Project Expenses by Line Item

Line Items	Budget	Previous Total	Apr-02	May - 02 (est.)	June 02 (est.)	Total Expenses to Date (est.)
Work days Ordered	893,080	524,678	31,461	33,919	32,541	622,599
Material	4,251,304	1,771,999	101,142	39,668	37,894	1,950,703
General and Administrative	205,416	83,085	4,663	1,829	1,811	91,388
Total	5,349,800	2,379,762	137,265	75,416	72,246	2,664,689

The total value of subcontracts signed to date is 13,429,932,600 FMG or \$ 2,066,143 US at an exchange rate of 6500 FMG/\$1.

Table 4: Construction Subcontracts (as of June 3, 2002)

Date Signed	Firm	Title	Amount in FMG	Amount in US (6500 fmg /1)
June 19	LNBTP	Geo-Technical Study of the RNT 14	91,187,960	\$14,029
August 10	EBMA	Rehabilitation of the RNT 14 from PK 00 to PK 41	5,313,888,154	\$ 817,521
August 10	EGECORAM	Rehabilitation of the RNT 14 from PK 46 to PK 93	4,015,644,620	\$ 617,791
August 26	LNBTP	Geo-Technical Supervision of the RNT 14	338,661,400	\$ 52,102
October 15	TAHINA	Rehabilitation of the RP 1103 F from the RN 12 to Sahasinaka, PK 0 to PK 12+500	875,303,500	\$ 134,662
October 15	TOLOTSOA	Rehabilitation of the RP 1102 F from Sahasinaka, PK 0 to Bebaka, PK 26+500	1,539,247,366	\$ 236,807
October 15	ARR	Rehabilitation of the RP 1103 F from Bebaka, PK 26+500 to Bekatra, PK 44+000	1,255,999,600	\$ 193,231
		Total of Subcontrats to date	13,429,932,600	\$ 2,066,143

7. Maps of Project Areas

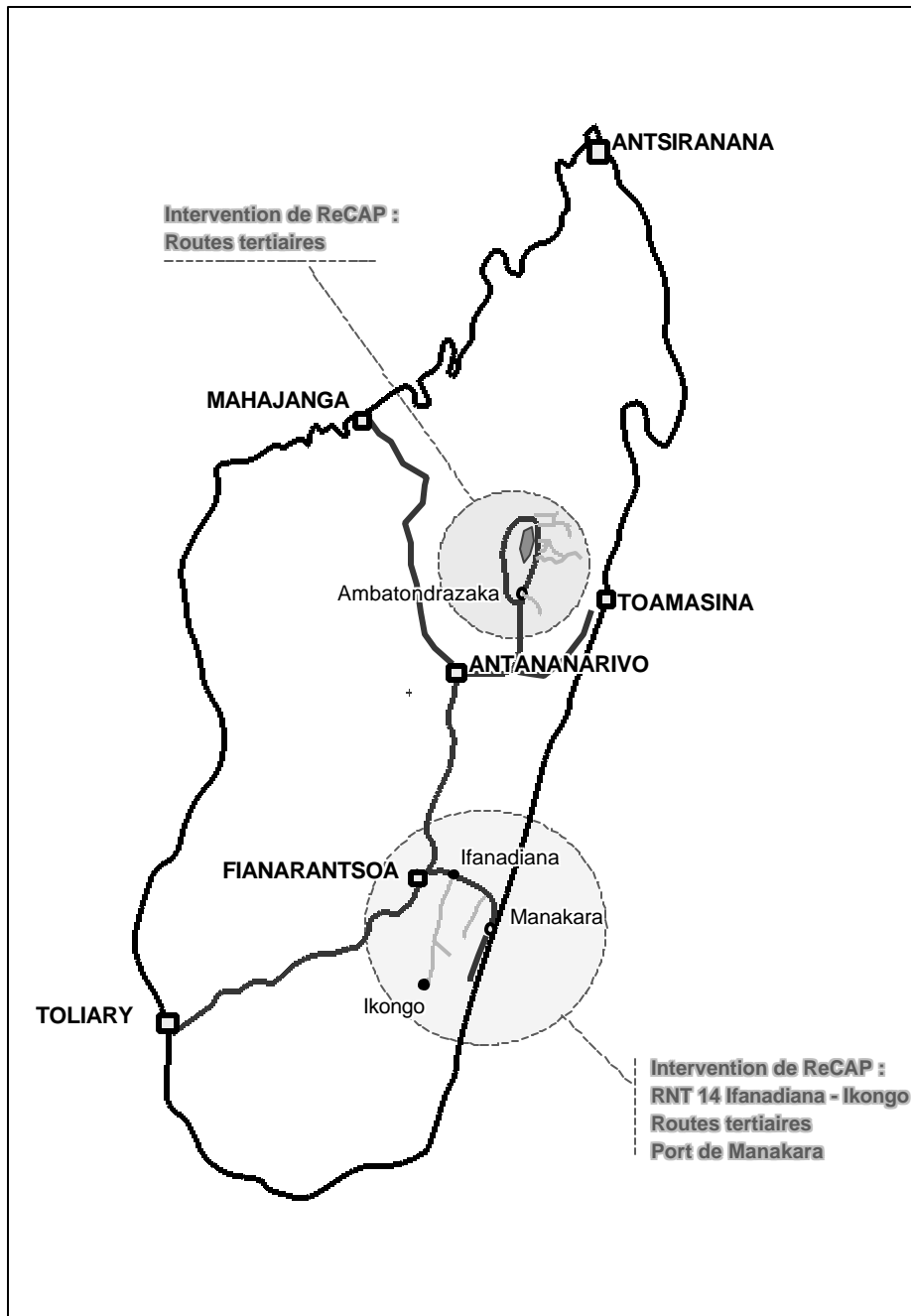


Figure 2: Map of Mada with the localization of the intervention zones of ReCAP

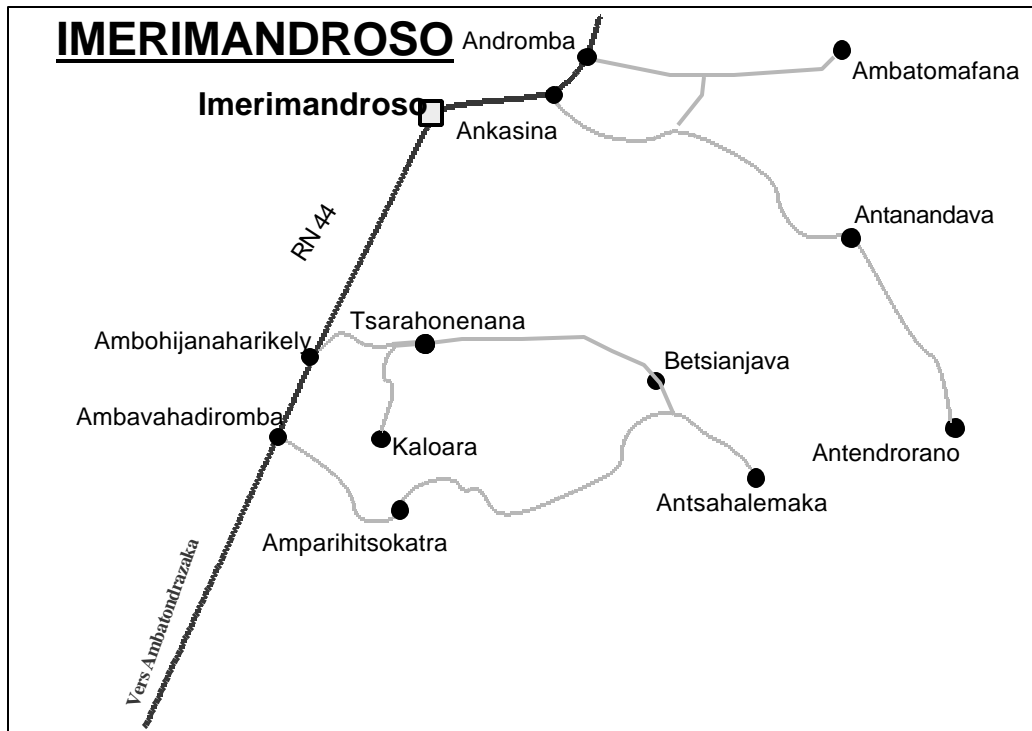


Figure 3: Localization of the roads rehabilitated by ReCAP in Ambatondrazaka Region